Men Who Went Down, Down to Death on the Titanic and Then, Battling and Praying, Saved Themselves on Driftwood, Are Rescued and Tell the Awful Story of the Last Moments of the Victims of World's Greatest Disaster at Sea.

New York, N. Y., April 19.—Never was there so much | ENGLISH SPEAKING pathos to the sinking of a great ocean liner as attended the wrecking of the Titanic, according to the stories of the survivors; never did so many men live through such trying conditions to recount the details. Several reached here on the Carpathia last night who actually sank with the great ship, then came to the surface and were rescued. Their stories sound like a voice from the tomb.

Graphic Story of Rescue.

to the surface.

Men and Women Dying.

"I reached the surface after a time that seemed unending. There was nothing in sight save the ica, which dotted the ocean, and a large field of wreckage. There were dying men and women all about me, greaning and crying pitages."

"The second officer and J. R. Thayer, The second officer and J. B. Thayer, jr., who were swimming near, told me that just before my head appeared above the water, one of the Titanic's funnels separated and fell apart near me, scattering the bodies in the water. "I saw wreckage everywhere. All that came within my reach I clung to. A great crate-like block of wood floated within my grasp and I grasped it. It seemed to be sufficiently large to keep me afloat. At this moment, however, I saw an overturned boat a short distance away and swam to it. I caught the arm of a man who grasped it, threw my leg over the boat and rested on it.

"On this raft—it was really a collapsible boat that was called a raft—there already were lying more than 10. there already were lying more than 10 men who seemed to belong to the Titanic's crew. Two men, one in the bow, the other in the stern, propelled us through the wreckage with pieces of wood, which answered for cars.

Dying Men Forced From Raft. "Presently the raft became so full that it seemed she would sink if more came aboard and the crew, for self-preservation, had to refuse to permit others to climb aboard. This was at once the most pathetic and the most horrible scene of all. The pitcous cries of those around us still ring in my ears. I will remember them to my dying will remember them to my dying

day.

"Hold on to what you have, old boy,"
we shouted to each man who tried to
get aboard. 'One more of you aboard
would sink us all.' And shany whom we "Good luck and God bless you."

"Good luck and God bless you."
All the time we were buoyed and sustained by hope for rescue. We saw lights in all directions, particularly in front, where green lights shone and rockets were fired in the sir. We learned lastr that the lights and the rockets came from one of the Titanic's life boats.

"And so we passed the night—with the waves washing over us and the raff buried deep in the water, under

our feet. "Did we pray? Men who seemed to have forgotten long ago how to address their Creator, recalled the prayers of their childhood and murmured them over and over again. We said the Lord's prayer again and again to-

gether.

"Long before light, we stood in colunine, two deep, back to back, balancing ourselves, fearful to move lest the
delicate balance should be disturbed

delicate balance should be disturbed and all of us thrown again into the water. The hand of God seemed to have soothed the sea and it was calm.

"An age seemed to have passed when we first saw the twinkiling lights of the Carpathia. We recognized her as our rescuer. The Marconi operator—one of the 35 on the raft—confirmed our hopes by saying that he knew it was the Carpathia. While we looked, someone whispered that there was also a ship behind us. We fared not turn about to look, so fearful were we that we would disturb the balance.

False Hope Aroused.

"The second officer finally ordered."

Enlse Hope Aroused.

"The second officer finally ordered one man to look behind. The slipping of one man would have meant the death, probably of all of us. The man who looked passed the word that there was no ship behind.

"When the day broke, four of the Titaule's life boats were seen on our port side. The second officer blew his whistle to call attention to our pre-

port side. The second officer blew his whistle to call attention to our precarious condition and the head life boat, towing another, came to help us.

'The transfer, fraught with perfl, followed. The second officer was the last man off the raft. Just before he left it, he lifted into the boat the body of a saller who had died of cold and ex-

of a sallor who had died of cold and exposure as we prayed.

"I, with my sogged overcoat heavy
with water, pitched head foremost into
the boat, trying my utmost not to disturb the equilibrium of the craft. In
this boat, I saw several of my companions on the raft. Others had got
into the other boats.

Too Many For the Bont. "Our boat, however, had more than its complement, 65 persons. Fortdoate-by, the Carpathia was close. Otherwise, so officers of the Carpathia afterwards tol me all in the boat would have perished in the moderate blow that

came up an hour later.
"We all suffered from coid, especially those of us who had no hats. It semed an age before we reached the needs aboard the Carpathia." Col. Gracie said his most serious loss was that of his manuscript on the war of 1812, which he had spent a long time

Maj. Gracie, United States army, who last night related a graphic story of the wrecking of the gigantic steamship and of the details of the rescue, supplemented it today with additional details.

After sinking with the great ship, he says:

"Again and again I prayed for deliverance, although I felt sure that the end had come. My greatest difficulty was in holding my breath until I came to the surface.

Men and Wemen Dying.

t first.
"I said to Wollner:
"We had better jump," and we both umped. When we came up, we found ourselves beside a collapsible life boat. We grabbed it and were towed along for a few minutes, when the Titanic men who manned the boat said they men who manned the boat said they for a few minutes, when the Titanic men who manned the boat said they could take two more passengers aboard and hauled us in. A second later, a fat man bobbed up in front of the life boat and he too, was taken aboard. The three of us brought the gunwales of the boat close to the water, but in the perfect calm she floated.

"We were about 200 feet from the Titanic when we saw her lights go out. Thirty second later there was a roar and we saw her settle slowly and then plunge, head-down, for the bottom. It was quiet for a moment. Then persons aboard the Titanic came to the surface and there was a most terrible cry.

"Just as the Titanic settled for the last plunge. I saw one of the officers shoot his revolver into the air twice."

Herolsm of the English sallors who went down with the Titanic was the one thing which most impressed Paul Cheveret, the Canadian sculptor, who left the steamship in one of the first life boats, lowered. He said there was no sign of cowardice among the male passengers or the crew.

"I was off the Titanic before there was any real panic." Mr. Cheveret said. Saw Titanic Officer Shoot Pistol.

was any real panic." Mr. Cheveret said.
"I will take my hat off to the English
seamen who went down with their ship
and to the men who manned the life
boots. Every man of them was a man." Two Explosions on Titanic.

Hugh Wollner, son of Thomas Wollner, R. A. of London, says there were two explosions before the Titanic sank He believes he was the last person to leave the Titanic. To a friend he said;

"Not long after the ship struck, there are the first big explosion; then came, a moment later, the second. It was this second explosion that did the most

second explosion that did the most impage. It blew away the funnels and tore a big hele in the steamer's side and caused the ship to rock as if she were an eggshell.

The Titanic careened to one side and passengers making for the boats were spilled into the water. The ship filled rapidly and I jumped into a boat as it swung down the side.

A Weman's Experience.

Mrs. Edgar J. Meyer, of New York.

"When the ship struck, we were in our cabin. My husband went out on the deck. He came down and said we had hit an iceberg. I said I was nervous.

deck. He came down and said we had hit an feeberg. I said I was nervous. Several people said the accident was of no importance.

"I made my husband promise if there was trouble he would not make me leave him. We walked around the deck swhile. An officer came up and cried: 'All women into the lifeboats' My husband and I discussed it, and the officer said: 'You must obey orders'. We went down into the cabin, and we decided on account of our baby to part is helped me put on warm things. I the helped me put on warm things. I get into a beat. An English girl and I rowed for four hours and a half. Then we were picked up at 6 oclock in the morning. When it went down, we morning. When it went down, we heard the screams of the people left on the boat.

Capt. Smith's Death.

Capt. Smith's Death.

George A. Braden (on the passenger list as George Brayton) told how Capt. Smith met his death.

"I saw Capt. Smith while I was in the water. He was standing on the deck all alone. Once he was swept down by a wave, but managed to get to his feet. Then, as the boat sank, he was knocked down by a wave and this time disappeared from view."

Mrs. Churchill Candee, of Washington, D. C., was taken from the Carpathia with both less broken. She was hurrled in an ambuliance to hospital. Mrs. Candee said she received her injuries while getting into a lifeboat. Most of the men saved saved, she declared, were picked up from the water, having plunsed overboard after the lifeboats had been launched.

"Maj: Archibald Butt and Col. John Jacob Astor died like heroes," she said, but hefore she could tell more of the story of their end she was hurried nway.

Astor and Stead Freeze. RWBY.

Antor and Stend Freeze. One version of the deaths of John Jacob Astor and William T. Stead was old by Philip Mock, who with his sister, Mrs. Paul Schabert, was among

the survivors,
"Many men were hanging on to rafts
in the sea," said Mr. Mock. "William T
Stead, the author, and Col. John Jacob Astor clung to a raft. Their feet
became frozen and they were compelled to release their hold. Both were
drawned."

drowned."

Boar Ranning at High Speed.

H. Haven, of Indianapolis, said the Titanic was going at high speed when she struck and that the helmsman apparently had seen the dunger and put the helm over, for the boat veered to port and struck the iceberg a gianc-ing blow. This ripped off a large sec-

RECRUITING FOR ARMY

"Canvasa actively and accept freely applicants for all arms of the service until further instructions," came a telegram today to Maj. C. N. Barney, United States army recruiting of fiver in El Paso.

The order came from Gen. Ladd, adjutant general of the army, Maj. Barney declined to comment upon the order. ORDER APPEARS TO BE GENERAL.

Nan Francisco, Cal., April 19,-Pirst Licut, Jumes Regan, in charge of

the army recruiting offices in Sun Francisco, has received instructions simtiar to those received by Maj. Barney at El Paso.

Resolution Providing For Election of Senators Probably Will Pass Senate.

MINE BILL REPORTED

Phoenix, Ariz, April 19.—In the sen-te today a resolution demanding the frect election of senators probably ill be passed. The bill authorizing

cirect election of senators probably will be passed. The bill authorizing the state and municipalities to engage in industrial pursuits passed the senate 15 to 4, two Republicans and two Democrats voting in the negative.

Bills providing for an investigation of state offices and to furnish more help to the secretary of state also passed the house. The senate committee having in charge the Klimy bill prohibiting employment of non-English speaking persons in mines and smelters, submitted majority and minority reports. The majority report recommended the attachment of a referendum clause for a vote in the next general election and the minority recommended the minority recommended the bill was sent back to the committee to attach the referendum clause. The senate passed a resolution for a committee to arrange an exhibit at the San Diego exposition. The house passed a bill which provides that foreign corporations must conduct their litigation in the states courts. There was a hard fight on this bill, which passed 18 to 14, with three absent.

The first Republican resolution yet to pass the legislature has just gone through. This is the resolution in

to pass the legislature has just gone through. This is the resolution in-viting senator La Foliette to visit Phornix and address the lawmakers. There was no opposition, Wilson, Clark and La Follette have already been invited

and others are in prospect.

Ostcopaths Lose Fight,
The hopes of the ostcopaths for an independent examining board have gone gilmmering. The senate committee of the whole has recommended for indefinite postponement the bill making this provision and there is no this ing this provision and there is no hope that this ball, or a similar one, will pass at this session at least. To take the place of this bill another has been introduced by Dr. Sims, one of the members from Cochise county. The Sims bill recognizes the extensible but members from Cochise county. The Sims bill recognizes the osteopaths, but in a different way. It provides for a medical board to consist of five members, one of which shall be an osteopath. But it contains many other provisions that are extremely distasteful to practitioners not of the "regular" schools and is said to be too friendly to the "doctors trust."

Afterney General's Appropriation.
The governor has signed the bill

The governor has signed the bill making an appropriation for the attorney general's office and the measure is now a law. The bill appropriates approximately \$10,000 for the annual expense of this office.

The governor has also signed the bill for the appointment of a complete to The governor has also signed the bin for the appointment of a commission to select a site for an industrial school and it is now a law. The commission has not yet been named.

Kinney, Roberts and Wessel are the senators appointed to confer with the

house committee on the senate amend-ment to the recall bill. Their report is expected within a day or two, though final action will hardly come before the

The bill prohibiting the employment of tubercular teachers in the public schools has been recommended for pass-

MORMON STORY IS DENIED BY OFFICIAL

Declares There Is No Order For Concentration of Mormons of Mexico.

O. P. Brown, official representative of the Mormon colonies of Mexico, with hexiduariers at El Paso, says the story in The Herald of Thursday under a Douglas, Ariz., date line, is without foundation. He says the Mormons have not been warned to concentrate at Co-lonia Morelos, and is particularly em-phatic in denying that congressman Smoot has sent any advice whatever

SIX LIVES LOST WHEN BEULAH LEVEE SNAPS Greenville, Miss. April 18.—Six lives are known to have been lost by the breaking of the Mississippi river leves

at Boulah, Miss., Wednesday night.
All of the victims were negroes.
It is believed many more persons have perished. Twenty houses in the direct path of the flood were swept sway and more than 100 persons were

White Star Line Managing Director Says He Got in After the Women.

TITANIC ONLY HAD

New York, N. Y., April 15 .- The story of how the Titanic met its fate was told today to the United States senate investigating committee into the Titanic disaster by J. Bruce Ismay, managing director of the White Star line. When asked the circumstances under which he left the boat, Mr. Ismay replied almost in a whisper:

"One of the boats was being filled. Officers called out to know if there were any more women to go. There were none. No passengers were on the deck. As the boat was being lowered, I got into it."

The details of the story was drawn out by senator William Alden Smith, chairman of the special subcommittee charged with the examination of witnesses, and senator Newlands.

"The accident took place on Sunday night," said Mr. Ismay, "The exact time I do not know, because I was asleep. The ship sank, I am told, at 2.20. of how the Titanic met its fate was

Had Proper Number of Bonts. Do you know whether the Titania its proper number of lifeboats?" she had; I think there were 25 oats altogether Turning to the construction of the ship, Mr. Ismay declared the ship was especially constructed so that with any two of the larger compartments full of water she still would fl-al.

"If the ship had struck head on, she probably would be affoat today," he added,

"Did any of the collapsible boats "No, sir."
"Did you attempt to interfere with
the working of the wireless on the
Carpathla?"

The captain probably will tell you I was not out of my room from the time I got into it until last night," was the reply. During your soyage did you know ou were in the vicinity of ice? sena-or Smith asked. I knew some had been reported," re-

He said the ship was not in proximity a leebergs Saturday or Sunday, altough he knew the ship would be near to on Sunday night. The witness said a knew nothing of the Amerika and he Titanic talking by wireless about

Carpathin's Captain Testifies, Captain Rostron, of the Carpathia, bllowed Mr. Ismay. He iold Mr. Smith that he had been captain of the Car-pathia since last January, but that he had been a seaman 27 years. "What day did you last sail from New York with the Carpathia?" asked "April 11," said captain Rostron, "bound for Gibraitar. We backed out

(Continued on Page 5.)

TWENTY LIFEBOATS Gallantry of the Captain and Crew Praised by Passengers-Some of the Men Who Sank With the Ship Live To Tell the Story of the Ocean's Greatest Tragedy. Ismay Declared To Have Taken the First Boat.

> New York, N. Y., April 19. Seven hundred and forty-five persons, mostly women, sick in heart and body, wrote into the annals of maritime history today the loss of the biggest steamship ever built by man. They were the survivors of the ice-riven White Star liner Titanic which sank bow foremost, with 1595 souls abourd, her captain at the bridge, her colors flying and her band playing "Nearer, My God, to Thee," in 2000 fathoms of water, off the banks of New Foundland under starlit skies at 2:20 a.m. Monday.

> With one voice they told of the splendid heroism of those who remained behind to find a watery grave that they might live.

Captain Smith died, they said, as a gallant sailor should, after having first placed all

the I do not know, Decause I was a season of the ally sank, I am toli, as a continuous and had never here appealed up to that we never had all her bolters working. It was our intention to appeal the boat to be catastrophe came to prevent the activatorphe came to prevent the activator the activatorphe came to prevent the activator that the catastrophe came to prevent the activator the activator the activator the activator that the activator the activator the activator that the activator the activator that the acti

The total saved from the Titanic was officially placed today at 705 by W. W. Jeffries, general passenger agent of the White Star line, although the latest revised list of survivors accounts for 745 persons. If the White Star report is accepted as final, the total number of dead is increased to 1635.

Captain Called A Hero; Ismay Denounced By Women

fice and heroism of Capt Smith and the Titanic's officers, the sea would have claimed an even-greater toll when the ship went down, from the bridge, Such was the graphic description of the conduct of the men responsible for the saving of human souls on the smitten Titanic as sold today by John Johnson, a member of the crew, who took an oar in a life boat.

The Escape of Ismay. John Bruce Ismay, president of the International Marine company, stepped into the last boat. Johnson said there were no women left on the deck. He was forced into the boat by officers of the ship and this was done, John-

i evitable hour; how the life boats were

By Timothy Turner

But for the unpuralleled self-sacri- | lowered and how husbands and wives | crew that rowed the boat. She de-Woman Remains With Husband.

son says, just us the boat was being lowered.

Johnson gave his version of how the

and their last farewells.

"When the crash came," he said, "the Titanic was going 23 knots She ripped herself apart. There was no panic. It was very quiet. When the boats were lowered, there were many who refused

One of the most pathetic scenes was the refusal of Mrs. Isador Straus to leave her husband. She remained When the first signal was given to lower the boats some of the crew pressed forward. It was then that the raily cry came through the megaphone from the bridge Be British,

chired that Ismay knew Mr. Cardeza was an expert oursmen and beckened him into the boat. Cardeza manned

Mrs. Wm. Bucknel, of Philadelphia, after telling of taking an our and rowing until her "hands were blisrowing until her "hands were blistered said:
"After boarding the Carpathia, Mr.
Ismay was closeted in a cabin until a
committee of survivors demanded that
he see them. He then appeared. Replying to questions, Ismay said the
White Star line would do all in its
power to make partial reparation for
the suffering of the survivors."

Cantain Resears Baby

aphone from the bridge Be British, my men?

"It was captain Smith's voice.
"Every man obeyed the command and faced death calmly. They knew there was no hope and as the big strong English seamen assisted the women and children into the boats, they gave to sign that they realized that the captain's words, 'Be British' had sealed their fate.

"They remained at their posts and died like men."

Ismay Leoked To Own Safety.

Two women survivors disagree with Johnson as to the action of ismay.

According to Mrs. W. J. Cardens of Philadelphia, J. Bruce Ismay not only was safetly easted in a liteboat and then turned back to the steamer. About the time he got back, there was an explosion. The entire adip trembled. "I secured a life preserver and jumped overboard. At that time the band was playing. I was picked up by a bout after being in the water two hours."

"I was beside Henry B. Harris, the theatrical manager, when he hade his wife goodbye and assured her it was customary for women to leave first." Captain Rescues Baby.

Not Much Joy In the Journey Taken By Thirteen Who Go To Leavenworth

Stern Decree of Federal Court Makes Comrades of Men Who Ordinarily Would Walk In Different Paths.

Ld. were smiling, all but two, as close to him as they allowed, was Those who did not smile were | not there. Mexicans. There were 13 in all, whatever that number might imply. And they left El Paso Thursday evening they left El Paso Thursday evening bound for Leavenworth, kas, where the big federal penitentiary is.

The party consisted of those receiving penitentiary sentences at the recent term of federal court in El Paso. Most of them will do a "bit" for snuggling munitions of war to the rebels in Chihuahus. That is a crime, the law says. For that crime most of the 13 will remain up there in Kansas for at least a year. Some got a year and a day; others a year and a month. None got more, or less.

Smiles, With the Joy Lacking. Smiles, With the Joy Lacking.
They walked into the union station guarded by John H. Rogers, United States deputy marshal, who with three assistants will see the prisoners safely through the doors of the penitentiary. They had to wait a spare five minutes for their train, and they chatted together. The Mexicans laughed easily, it seemed their wrists ware board. it seemed. Their wrists were bound with iron cuffs. They were bound together in pairs, so that one had to ask aonther's permission to light a cigaret. But they only smiled about

that.
Those who looked most sullen were two Americans. Wylle Phillips and Frank Green. Phillips is the member of the E! Paso militia company who was convicted of conspiracy to snuggie arms to the Mexican rebels. His wife. gle arms to the Mexican rebers this wife, who since his trouble has been

Americans. All the rest were The Weeping Wife and Cooling Raby, During the last week the prisoners have been allowed to see their wives and babies. The wives were asked to remain away from the station and not o see the departure. But one woman with a child came to weep, only one. She held her face close to the iron grating as the prisoners filed out to the train. The child thrust its hands

through the bars.

Arrival Of the Ship Carpathia

Account of the docking of the great ship, first stories of survivors, details of the sinking and of the rescues will be found on pages Ten, Eleven and Sixteen.

Another man who did not smile was Prank Green. He appeared the higher class of intelligence. He wore eye glasses, and was well dessed, a man of middle age. He was convicted of forging a postoffice money order.

Enhappy Dr. Mellan.

Then there was Dr. Ratnel L. Molina, the physician of Ciedad Juner, who many menths ago was arrested charged with conspiracy in connection with the Reyes revolutionary movement in Mexico. Mellan held in his lap a building has filled with pamphlets and books. They were medical tracts he said for he did not wish to waste his time white in prince. Would they allow him to take the books along? That was good. Yes, he was contented enough, contented only has for his family. Ah, it was the innocents that suffer. There were eight of them, the wife, a sister and six little ones. They had no means of support. And he was going away.

The Ordinary Type.

The Ordinary Type.

There were others, all ordinary Mexican Types, and all smiling now and then, perhaps just to show they could smile. Tomas Montes, many times arrested as a smuggier: Teodora Guerra, Rafael Pair, E. M. Franco, B. A. Dotame, Fernandez Palomarez, Jose Aguilar, Silvestra Lomas, Jose Gotnez, Juan Hidaigo. Nearly all were convicted of Violations of neutrality laws.

But there was no amusement in those smiles. The smile of a sad man is not good to look at. Now they are merely prisoners, but soon they will be convicts. And the question is, will the smile last? The Ordinary Type.

Tabulation of Lost and Rescued In Titanic Disaster

New York, N. Y., April 19.-Tabulation of passengers and crew on heard Titanic, together with those saved and lost, has been compiled from figures in the statement issued by the committee of passengers as follows: Approximate number passengers aboard:

First class 330 Second class 320 Third class 750 Officers and crew 940	0
Number of passengers saved by Carpathia: 2340	
First class	
Total passengers saved	
Officers 4 Seamen 39	
Stewards 96 Firemen 71	
Total members of crew saved	
First and second cabin passengers 650	

Total second cabin passengers lost 315